

San Ysidro

Public Facilities Financing Plan Fiscal Year 2008



THE CITY OF SAN DIEGO



City Planning & Community Investment Department
Facilities Financing
August 2007

RESOLUTION NUMBER R- 303133

DATE OF FINAL PASSAGE NOV 08 2007

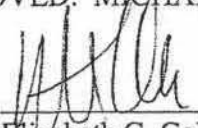
A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN
DIEGO APPROVING THE SAN YSIDRO PUBLIC FACILITIES
FINANCING PLAN.

BE IT RESOLVED, by the Council of the City of San Diego, that it approves the
document titled, "San Ysidro Public Facilities Financing Plan, Fiscal Year 2008," a copy of
which is on file in the office of the City Clerk as Document No. RR- 303133.

BE IT FURTHER RESOLVED, that this activity is not subject to CEQA pursuant to
State Guidelines Section 15060(c)(3).

APPROVED: MICHAEL J. AGUIRRE, City Attorney

By


Elizabeth C. Coleman
Deputy City Attorney

ECC:mm

10/12/07

Or.Dept:Planning & Comm. Invest. Dept

R-2008-326

MMS# 5462

I hereby certify that the foregoing Resolution was passed by the Council of the City of San
Diego, at this meeting of OCT 30 2007.

ELIZABETH S. MALAND
City Clerk

By 
Deputy City Clerk

Approved: 11-8-07
(date)


JERRY SANDERS, Mayor

Vetoed: _____
(date)

JERRY SANDERS, Mayor

Mayor

Jerry Sanders

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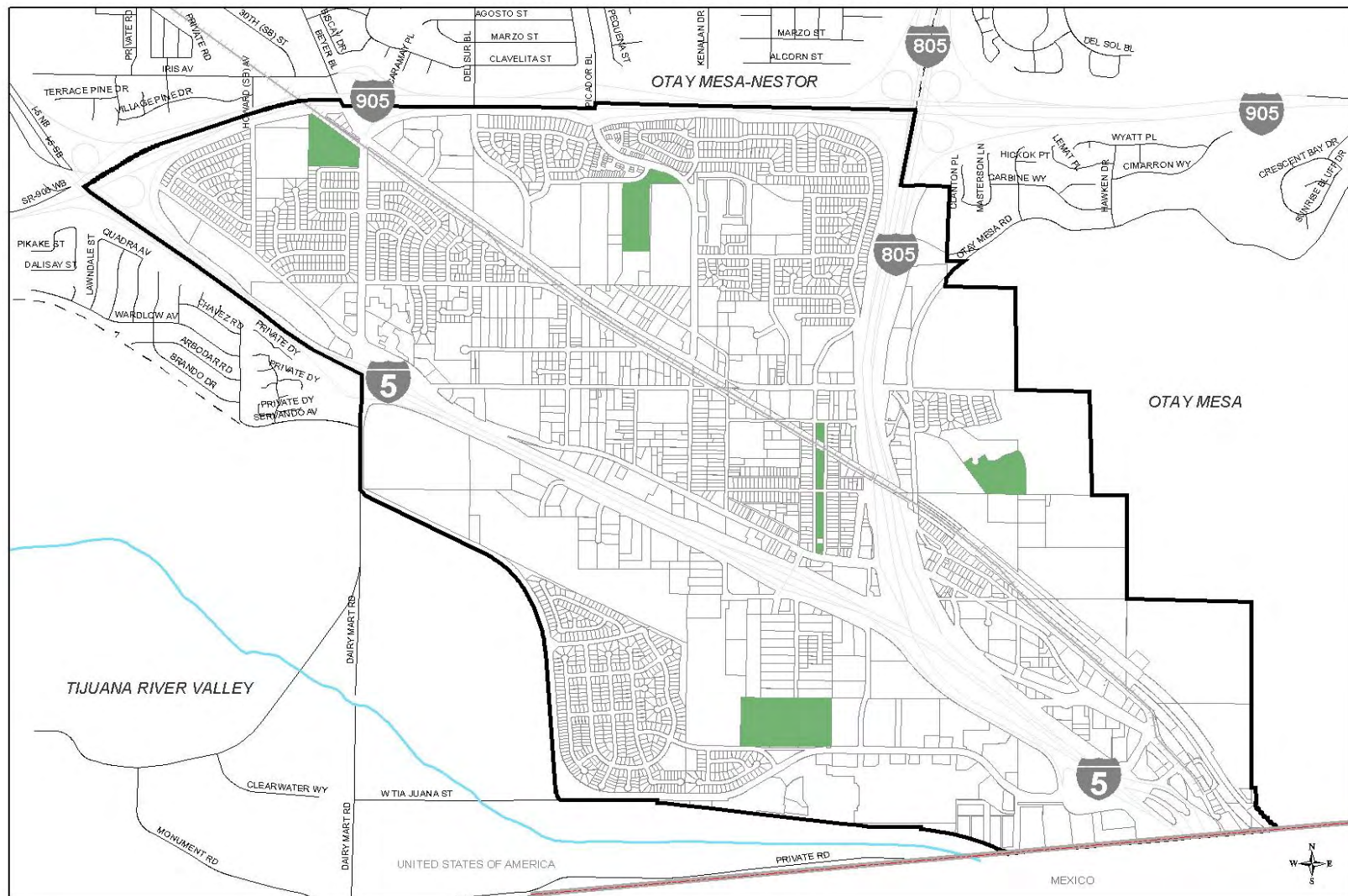
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**FIGURE 1
SAN YSIDRO BOUNDARY MAP**



San Diego, County of San Diego,
and State of California

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San Ysidro Summary

General

The PROGRESS GUIDE AND GENERAL PLAN for the City of San Diego recommends the division of the City into planning areas, which are designated as Urbanized, Planned Urbanizing and Future Urbanizing areas. Urbanized areas include the central portion of San Diego as well as the remaining older sections of the City. Planned Urbanizing areas consist of newly developing communities. Future Urbanizing areas include land, which is primarily undeveloped.

The San Ysidro Community Planning area is an urbanized area. This document sets forth the major public facilities needed in the areas of transportation, (streets, storm drains, traffic signals, etc.), libraries, park and recreation facilities and fire stations. Other public needs such as police facilities, public work yards, landfills, etc. concern a broader area than the San Ysidro community or even multiple communities.

This plan supersedes the amended Public Facilities Financing Plan approved September 18, 1990 (R-276564, R-276565 and R-276566), and as amended on November 26, 1991 (R-279054). The facilities listed in this Financing Plan will be needed over the next approximately twenty-five years when full community development is anticipated. The San Ysidro Public Facilities Financing Plan, together with the San Ysidro Community Plan, is a guide for future development within the community and serves to determine the public facility needs reflected in this document. The City Council has adopted a Development Impact Fee to help mitigate the cost of the public facilities necessitated by development in the community. Development Impact Fees for residential development were adopted on August 4, 1987 by Resolution No. R-269032. Development Impact Fees for commercial/industrial development were adopted September 14, 1987 by Resolution No. R-269274. This document provides the basis for a revision of the impact fees for the San Ysidro Community.

Development Forecast and Analysis

The San Ysidro Community Plan is a comprehensive policy guide for the physical development of the community. The San Ysidro planning area is bounded by the Otay Mesa-Nestor community and State Highway 905 to the north, by the Tijuana River Valley to the west, by the Otay Mesa community to the east, and by the international border with Mexico to the south. The community area, according to the 2000 Census published by the U.S. Census Bureau and 2006 estimates based on San Diego County Assessor information, encompasses approximately 1,800 acres consisting of approximately 2,373 single family dwelling units, 4,297 multiple dwelling units and 478 mobile homes, with a total household population of 27,330. The community also has developed 62 acres of industrial land, 196 acres devoted to commercial/services development, 21 acres of office space and 112 acres developed for schools.

The San Ysidro Community is developing in accordance with the San Ysidro Community Plan, adopted in 1974 and most recently amended in 1993.

An analysis of present and projected development, using the 2030 Cities/County forecast by SANDAG and the San Ysidro Community Plan as guides, indicate that, over the next 25-year period, approximately 353 additional single family dwelling units, 924 multiple dwelling units, 79 mobile homes and 65 additional acres of commercial/industrial space will be constructed. This will result in a total number of 225,500 average daily trips (ADTs) at full community development.

Periodic Revision

To ensure that this program maintains its viability, this plan may be periodically revised to include, but not necessarily limited to City Council changes (amendments) to the Community Plan.

Existing Public Facilities & Future Needs

Transportation

San Ysidro is served by a transportation network, which consists of automobile and public transportation systems, a series of bicycle lanes, and a pedestrian circulation system. Provision of adequate transportation facilities has been a continuing process of providing those facilities to support the rate of community development. Additional regional improvements and alternatives to transportation via the private automobile will be necessary to meet the needs of future development.

Transportation improvements in San Ysidro are dictated by traffic volume, level-of-service and completion of street systems. New development will require a traffic circulation system that has the ability to absorb the additional traffic volume (ADTs – average daily trips) resulting from the development. Improvements will be funded through a combination of Development Impact Fees (DIF), grants, State Transportation Funds, subdividers and other funding sources yet to be determined. Additional details on transportation improvements are provided in the project descriptions section of this report starting on page 21.

The most current information available from SANDAG's Traffic Model indicates that the average daily trips (ADTs) generated in the community in the Year 2003 was approximately 195,000, with an additional 30,500 ADTs projected by Year 2030. The total of 225,500 ADTs in Year 2030 is used in determining the transportation component of the DIF for San Ysidro (please refer to page 14 for additional fee calculation information). The DIF fee collected generates only a

portion of the total transportation costs from new development, approximately 1%, as no fees will be collected from existing development. New development that is consistent with the current land use designations in the Community Plan will not be required to contribute to the existing transportation system. Other funding sources will need to be identified for the remaining 99% of transportation needs.

Park and Recreation

The City's Progress Guide and General Plan recommends a minimum 2.8 acres of parkland for every 1,000 residents, consisting of neighborhood and community parks. For every 3,500 to 5,000 residents, a minimum 10.0 acre neighborhood park is recommended to be located within a ½ mile service radius; unless it is located adjacent to an elementary school where joint use is possible and anticipated, then the acreage may be reduced to 5.0 acres. For every 18,000 to 25,000 residents, a minimum 20.0 acre community park and a recreation center is recommended to be located within a 1½ mile service radius; unless it is located adjacent to an elementary or middle school where joint use is anticipated and feasible, the acreage may be reduced by 5.0 acres or 7.0 acres, respectively. And, for every 50,000 residents, a community swimming pool is recommended within 1½ to 2 miles service radius.

San Ysidro is now served by one 3.6 acre community park, five neighborhood parks and joint-use of athletic facilities on a leased portion of La Mirada Elementary School for a total gross acreage of 49.76. One neighborhood park site is currently undeveloped. The parks are as follows:

The San Ysidro Recreation Center is classified as a community park. This 3.6 acre linear park site is bounded by East and West Park Avenues, San Ysidro Boulevard and Seaward Avenue, and serves as the primary unifying element of the historic neighborhood "El Pueblito Viejo". Improvements to this facility include tennis and basketball courts, parking facilities, a tot lot, a landscaped open area with picnic tables, two recreation buildings and a seniors' center.

Vista Terrace Park, a neighborhood park, contains 6.7 acres and is located west of Smythe Avenue and south of Athey Avenue, adjacent to the United States Border Patrol Headquarters and Detention Facility and Smythe School. This neighborhood park is the site of a municipal swimming pool with a dressing facility, a tot lot, parking and picnic areas, and a soccer athletic field. This is a heavily visited facility due to the popularity of the swimming pool and fully improved athletic field, yet it has inadequate parking. The location of the Border Patrol facility currently prohibits a much needed expansion of the park.

Howard Lane Park is a 6.6 acre neighborhood park located immediately adjacent to Nicoloff Elementary School, west of Dairy Mart Road and south of Highway 905. Improvements include a turfed playing area, a tot lot, picnic benches, basketball courts, paved walkways and landscaping.

The Colonel Irving Salomon Community Activity Center, a 1.45 acre neighborhood park is located at the western terminus of Diza Road, below La Mirada Elementary School. This recreation center sponsors a variety of recreational and educational activities for the San Ysidro community. The Center also sponsors a lunch program every week day. This facility is landscaped but it is lacking a turfed outdoor playing area. A ramp links the Center to La Mirada Elementary School, where, in 1988, the City of San Diego finalized a joint use agreement with the San Ysidro School District to share 2.5 acres of an unturfed sports field.

The San Ysidro Athletic Area (Larsen Field), at the south end of Sycamore Road, is an approximately 16 acre neighborhood park consisting of playing fields, a comfort station and the Cesar Chavez Recreation Center. Currently, it does not meet the community's need for youth recreation because it lacks necessary improvements.

San Ysidro current community population warrants approximately 76.52 population-based park acres based on the General Plan guidelines, approximately 35.28 park acres currently exist. Based on the SANDAG 2030 population forecast, a total of approximately 95.73 acres of population-based park land is recommended at full community development.

$34,189 \text{ projected total population} / 1,000 \times 2.8 \text{ acres} = 95.73 \text{ required park acres}$

An additional 19.45 park acres are included with this Plan update. Due to the uncertainty of identifying land for other future park locations, recreational needs are being met in part through expansion of existing facilities.

San Ysidro is also deficient in open space acreage. Most of San Ysidro's open space is concentrated in the "Dairy Mart Ponds" area off of Dairy Mart Road, southwest of I-5. The 1990 San Ysidro Community Plan identified approximately 149 acres of open space. This includes 88 acres of the Dairy Mart Ponds and about 61 acres of the steep hillsides on the eastern boundary of the planning area.

Fire Protection

Fire protection for the San Ysidro Community is provided by the new Station #29, located at 198 West San Ysidro Boulevard, at Cottonwood Road. Additional support will be provided from a new Otay Mesa Station #6, that is scheduled to be built near the intersection of Ocean View Hills Parkway and Del Sol Boulevard, east of Interstate 805 and a new Otay Mesa Station #43, that is scheduled to be built on the west side of La Media Road near Brown Field. Station #29 provides emergency and fire-rescue services, hazard prevention and safety education to the citizens of San Ysidro.

Library

Currently library services for the San Ysidro Community are being provided by the 4,089 square foot San Ysidro Branch located on 101 W. San Ysidro Boulevard in San Ysidro. A new 25,000 square foot facility is anticipated to be constructed at a site to be determined.

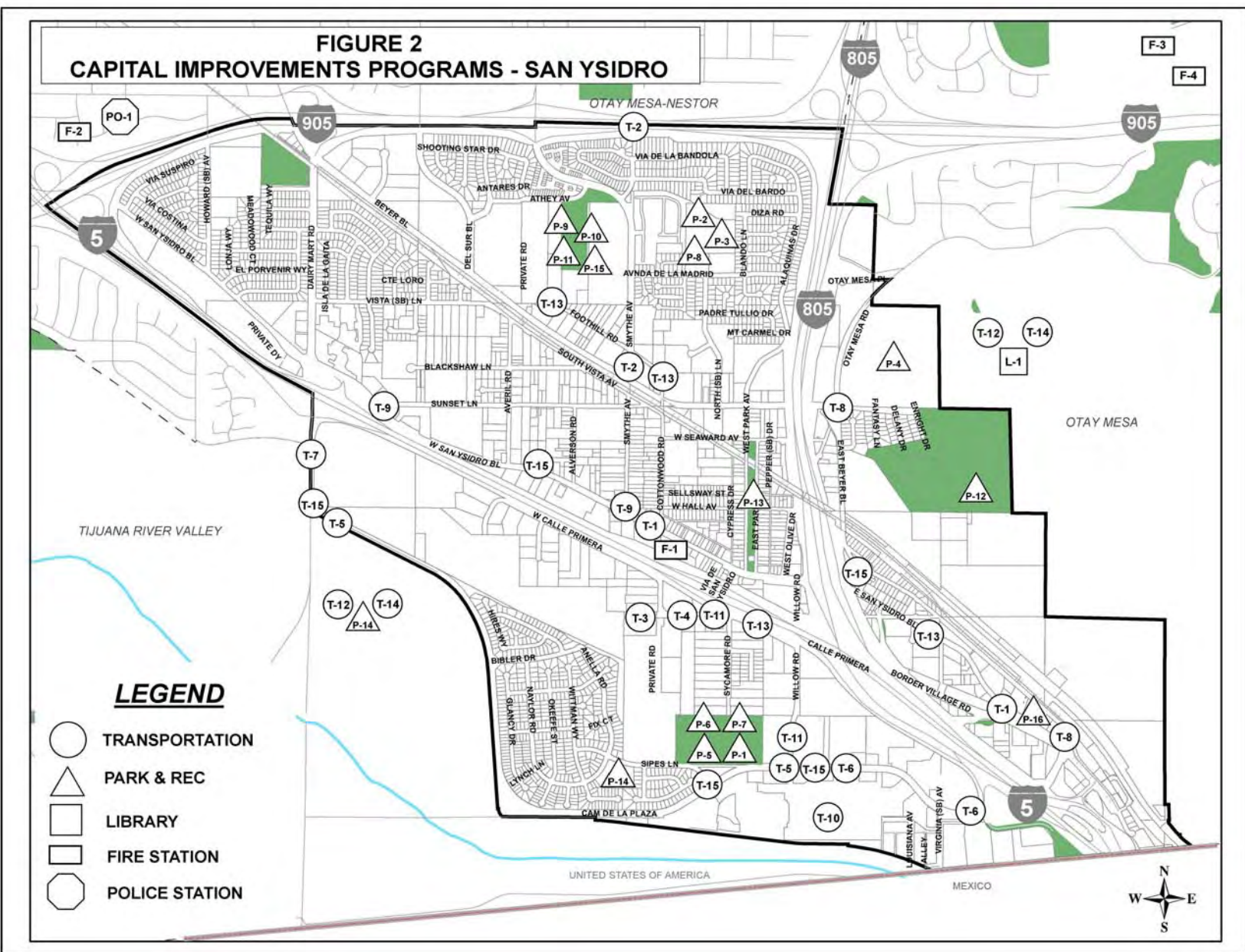
Police Protection

The San Diego Police Department Southern Division Substation, located at 1120 27th Street, in the Otay Mesa-Nestor Community, serves all of South San Diego, including San Ysidro. In addition, a police storefront operates at the San Ysidro Community Service Center at 63 East San Ysidro Boulevard.

Summary of Public Facilities Needs

The following Figure and Table summarizes the facility needs of the San Ysidro Community. Figure 2 illustrates general locations for each of the listed projects. Table 1 reflects both long range needs and those needs reflected in the current Council adopted Capital Improvement Program (CIP). These projects are more fully described beginning on page 21.

The projects listed in Table 1 are subject to annual revision in conjunction with Council adoption of the annual Capital Improvement Program budget. Depending on priorities and availability of resources, substantial changes to these projects are possible from year to year.



San Ysidro - Public Facilities Financing Plan

Financing Strategy

The City of San Diego has a variety of potential funding sources for financing public facilities. A portion of the funding for the needed facilities will be provided, as a part of the subdivision process by developers and by impact fees. Potential other methods for financing public facilities are listed below:

- A. DEVELOPMENT IMPACT FEES (DIF)
- B. TRANSNET, GAS TAX
- C. ASSESSMENT DISTRICTS
- D. LANDSCAPING AND LIGHTING ACTS
- E. GENERAL OBLIGATION BOND ISSUES
- F. CERTIFICATES OF PARTICIPATION (COP)
- G. LEASE REVENUE BONDS
- H. BUSINESS LICENSE TAX REVENUE*
- I. CAPITAL OUTLAY (LEASE REVENUE)
- J. COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)
- K. FRANCHISE FEE REVENUE*
- L. LOCAL TRANSPORTATION FUND
- M. MOTOR VEHICLE LICENSE FEE (MVLFF) REVENUE*
- N. PARKING VIOLATION REVENUE*
- O. PARKING METER REVENUE*
- P. PARK SERVICE DISTRICT FEES (PSD)
- Q. PROPERTY TAX REVENUE*
- R. TRANSIENT OCCUPANCY TAX (TOT)*
- S. ANNUAL ALLOCATIONS
- T. PRIVATE CONTRIBUTIONS
- U. UTILITY USERS TAX
- V. SPECIAL TAXES FOR FIRE AND POLICE PROTECTION
- W. SPECIAL TAXES FOR PUBLIC LIBRARIES
- X. PARK AND PLAYGROUND ACT OF 1909
- Y. GRANTS
- Z. FACILITIES BENEFIT ASSESSMENTS (FBA)
- AA. REDEVELOPMENT/TAX INCREMENT (TIF)

*These funds are currently allocated for general City operations, but may be used for capital improvements.

- A. DEVELOPMENT IMPACT FEES (DIF)** - Development Impact Fees are a method whereby the impact of new development upon the infrastructure is assessed, and, a fee system developed and imposed on developers to mitigate the impact of new development.

DIF cannot be used for existing development's share. Impact fees are collected at the time of building permit issuance. Funds collected are deposited in a special interest bearing account and can only be used for identified facilities serving the community in which they were collected. As sufficient funds are collected, the City proceeds with a construction program. Use of impact fees is one of the financing methods recommended for San Ysidro.

- B. TRANSNET, GAS TAX,** and other programs such as a state-local partnership program may provide funds for community transportation projects. These funds will be allocated annually and may be used to fund a portion of the long-range capital need for future transportation improvements in San Ysidro.
- C. ASSESSMENT DISTRICTS** - Special assessment financing, using 1913/1915 Assessment Acts or a Mello-Roos District could be used as a supplementary or alternative method of financing some facilities. A Mello-Roos District requires a 2/3 voter approval for passage. Other assessment districts generally require the support of the majority of the community. If an assessment is subject to Proposition 218, then it would require a 2/3 vote.
- D. LANDSCAPING AND LIGHTING ACTS** - Funds may be used for parks, recreation, open space, installation/construction of planting and landscaping, street lighting facilities, and maintenance. These ballot measures require a 2/3 voter approval for passage.
- E. GENERAL OBLIGATION BOND ISSUES** - Cities, counties and school districts may issue these bonds to finance land acquisition and capital improvements. The bonds are repaid with the revenues from increased property taxes. Bond issuance requires 2/3-voter approval for passage.
- F. CERTIFICATES OF PARTICIPATION (COP)** - These funds may only be used for land acquisition and capital improvements. City Council approval is required and a funding source for Debt Service must be identified.
- G. LEASE REVENUE BONDS** - These funds may be only used for capital improvements. City Council approval is required.
- H. BUSINESS LICENSE TAX REVENUE** - These funds are currently allocated for general City operations; but may be used for capital improvements. City Council approval is required.

- I. CAPITAL OUTLAY (LEASE REVENUE)** - These funds are to be used for capital improvements. City Council approval is required.
- J. COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)**
This is a Federal grant that is applied for annually. Applications are reviewed annually; City Council and the Department of Housing and Urban Development (HUD) approval are required.
- K. FRANCHISE FEE REVENUE** - The City collects franchise funds from San Diego Gas and Electric and cable companies for use of City right-of-way. These funds are currently allocated for general City operations; but may be used for capital improvements. City Council approval is required.
- L. LOCAL TRANSPORTATION FUND** - These funds are applied for and are used only for bikeway projects. City Council and Federal approval are required.
- M. MOTOR VEHICLE LICENSE FEE (MVLFF) REVENUE** - The State allocates a portion of vehicle license fee revenue to local governments. These funds are currently allocated for general City operations; but may be used for capital projects. City Council approval is required.
- N. PARKING VIOLATION REVENUE** - These funds are currently allocated for general City operations; but may be used for capital improvements. City Council approval is required.
- O. PARKING METER REVENUE** - These funds are currently allocated for general City operations; but may be used for capital improvements. City Council approval is required.
- P. PARK SERVICE DISTRICT FEE (PSD)** - This fee is charged at the subdivision level and can only be used for parks and park improvements. City Council approval is required.
- Q. PROPERTY TAX REVENUE** - Property owners are taxed one percent of the assessed value of the property. The City receives approximately 17 percent of the one percent. These funds are currently allocated for general City operations; but may be used for capital improvements. City Council approval is required.
- R. TRANSIENT OCCUPANCY TAX (TOT)** - The City's hotel tax is 10.5 percent and is currently allocated annually to eligible (tourist-related) organizations that request funding and to tourist-

related City activities; but may be used for capital improvements. City Council approval is required.

S. ANNUAL ALLOCATIONS - In the years prior to the passage of Proposition 13, the City was able to respond to community facility needs by using a portion of sales tax revenue to support the Capital Improvements Program. This has not been possible for some time. However, if other revenues are increased, annual allocations could again be used to fund some capital facilities. This is a recommended method of funding some Park and Recreation facilities and Transportation improvements. City Council approval is required.

T. PRIVATE CONTRIBUTIONS - Any private donations received by the City for capital improvements. City Council approval is required.

U. UTILITY USERS TAX - These funds may be used for any general City operation or capital improvement. These require 2/3 voter approval for passage.

V. SPECIAL TAXES FOR FIRE AND POLICE PROTECTION - These funds may only be used for fire and police activities. These require 2/3 voter approval for passage.

W. SPECIAL TAXES FOR PUBLIC LIBRARIES - These funds may only be used for libraries and library improvements. These require 2/3 voter approval for passage.

X. PARK AND PLAYGROUND ACT OF 1909 - These funds may be used for parks, urban open-space land, playground, and library facilities. These require 2/3 voter approval for passage.

Y. GRANTS - Grants are available and applied for from the Federal government, State and other agencies.

Z. FACILITIES BENEFIT ASSESSMENTS (FBA) – provide 100% of funds for public facilities projects which service a designated area of benefit and are identified in a public facilities financing plan. The dollar amount of the assessment is based upon the cost of each public facility, equitably distributed over a designated area of benefit in the community planning area. Liens are recorded with the County Assessor's Office.

AA. REDEVELOPMENT/TAX INCREMENT (TIF) is a tool to use future gains in taxes to finance the current improvements that will

create those gains. When a public project such as a road, school, or hazardous waste cleanup is carried out, there is an increase in the value of surrounding real estate, and often new investment (new or rehabilitated buildings, for example). This increased site value and investment creates more taxable property, which increases tax revenues. The increased tax revenues are the “tax increment”. Tax Increment Financing dedicates that increased revenue to finance debt issued to pay for the project. TIF is designed to channel funding toward improvements in distressed or underdeveloped areas where development would not otherwise occur. TIF creates funding for public projects that may otherwise be unaffordable to localities.

General Assumptions and Conditions

In connection with the application of the following methods of financing, these general assumptions and conditions apply:

1. Developers will be required to provide facilities normally provided within the subdivision process as a condition of subdivision approval, including but not limited to traffic signals.
2. Non-residential development will be charged for transportation and fire facilities through an impact fee approach, and may be assessed their pro rata share for park and recreation facilities and libraries on a case by case basis as indicated by findings for these facilities.
3. The park and library fee distribution between residential and non-residential development will be reviewed each time findings are made to charge non-residential development for parks and libraries.
4. Abutting property owners are responsible for frontage improvements such as sidewalks, curbs and gutters.
5. The developer will pay the DEVELOPMENT IMPACT FEE at the time of building permit issuance.
6. DEVELOPMENT IMPACT FEE funds collected will be placed in a separate trust fund with interest earnings accumulated for use in the community planning area for identified facilities.

Development Impact Fee Determination

Background

In late 1987, staff developed and recommended impact fees for 28 urbanized communities. The City Council adopted the recommended fees, including those for the San Ysidro Community planning area, to mitigate the impact of new development on public facilities. At the time of development, parcels are subject to development impact fees as are parcels which receive permits for intensified use. Monies collected are placed in City interest-accruing funds, to be used only for capital improvements serving the San Ysidro Community.

The San Ysidro Community Plan area is almost fully developed. Because of this, the fees will provide only a small portion of the financing needed for the facilities. Thus, the majority of the required public improvements will have to be provided through special funding mechanisms other than DIF.

Distribution of Project Costs and Fee Determination

Development of the actual DIF to be imposed is based on the extent or degree to which each type of development generates a demand for, or receives benefit from the various existing public facilities. For example, all development generates vehicular traffic and thus, on an equitable basis, should share in the cost of transportation projects. On the other hand, non-residential projects (depending on the type) may create a need for parks or libraries and with adequate findings, on a case by case basis, be assessed for park and library facilities.

Development Impact Fees were determined for the various categories of needed public facilities on the basis of total amount of development at community plan build-out and on the basis of additional public facilities needed at community plan build-out. The impact fee base includes all eligible project needs except those identified as subdivider funded. The fees also include an 8% charge to cover City administrative costs.

Transportation

There is a clear relationship between the use of transportation facilities and the generation of vehicular trips based upon land use. In the report "San Diego Traffic Generators", authorized by CALTRANS and SANDAG, the traffic generated by various classes of use is detailed. This report summarizes data collected at major regional traffic generators as well as neighborhood and local traffic generators in the San Diego area. Traffic counts taken at each facility are related to various characteristics of the facility such as size, type of use, number of employees, floor area, parking spaces, or number of persons. For impact fee purposes, multi-family residential development is assumed for the San Ysidro (and all other urbanized communities). The residential portion of the impact fee

reflects an Average Daily Trip factor (ADT) of seven (7) as a basis for determining the impact fee. A considerable range has been found for traffic generation in non-residential developments depending on the character and use of the property. For non-residential development in the San Ysidro Community, average daily trips generated by specific type of nonresidential use are used.

Transportation projects are estimated after the scope of work is determined to be consistent with the Community Plan. The project improvements are laid out to design standards and material quantities are determined; for example the length of curbs and gutters, square footage of retaining walls and sidewalks, etc. Unit prices are then applied to the quantities, which are guided by the median prices received on current City of San Diego construction bid documents. Please refer to Appendix A for more detail. Additional costs are applied for contingencies (25%), mobilization (2%), engineering and administration (35-50%), right-of-way, bonds and environmental work.

Using the approved land use intensity and trip generation rates, the total number of trips at full community development is estimated to be 225,500. An analysis of the DIF eligible street improvements required for full community development (estimated costs in FY 2008 dollars) totals \$73,178,519. That cost per average daily trip for transportation facilities, including administrative costs, is \$350 per trip and \$2,453 per dwelling unit. The fee per dwelling unit is calculated using the average daily trip rate factor of seven. The fee for non-residential development is calculated using the average daily trip per 1,000 square feet times the trip rate. These amounts will be paid by all future development.

Park and Recreation

Park and Recreation needs are based on population derived from the number of dwelling units in the community. The Park and Recreation Department has identified projects needed in the San Ysidro Community at 2030 forecast. These are shown in Table 1 and in detail beginning on page 36.

Non-residential development projects may, with appropriate findings, also participate in funding a pro rata share of park facilities. For this financing plan update, park estimates are based on approximately \$425,000 per acre for design and construction which is derived from recently received competitive bids for other typical population-based park development projects, \$813,100 per acre for land acquisition, \$350 per square foot for a recreation center, and \$5,000,000 for a swimming pool complex.

Allocating the total park and recreation facility costs of \$36,878,200 to the residential development at the SANDAG 2030 forecast of 8,504 units results in an impact fee, including administrative costs, of \$4,684 per unit.

Library

Library needs are based on population, which is derived from the number of dwelling units estimated at full community development. Therefore, only residential developments are charged a development impact fee for libraries.

Non-residential development projects may, with appropriate findings, also participate in funding a pro rata share of park facilities.

Allocating the total library cost of \$14,700,000 to the residential development at the SANDAG 2030 forecast of 8,504 units, results in an impact fee, including administrative costs, or \$1,867 per unit.

Fire Facilities

The Fire Station portion of the impact fee relates to the cost of providing fire facilities to adequately provide fire protection services to both residential and non-residential development within the community. Residential impact fees are based on an average cost per dwelling unit. The average cost per 1,000 square feet of gross building area is used to determine fees for non-residential development.

The Fire Department has identified one (1) fire station serving the San Ysidro area as needing improvements. Using the total amount of development, both residential and non-residential (approximately 28,367,360 square feet), and the San Ysidro proportionate share of needed fire facilities \$600,000, the resulting impact fee is \$23 per residential dwelling unit and \$23 per thousand square feet of non-residential development.

Development Impact Fee Schedule

The resulting impact fees for the San Ysidro community planning area are as follows:

RESIDENTIAL PROPERTY					COMMERCIAL/INDUSTRIAL	
Transportation	Park & Rec	Library	Fire	Total per Residential Unit	Transportation	Fire
\$ Per Residential Unit					\$/Trip	\$/1000 sq. ft. of Gross Building Area (GBA)
\$2,453	\$4,684	\$1,867	\$23	\$9,027	\$350	\$23